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MONSTER STEAMERS FOR ATLANTIC TRADE

LARGEST VESSELS EVER BUILT
WILL CARRY 5,000 SOULS—
CREW WILL NUMBER 600—
VESSELS WILL BE MODERN.

Twelve thousand tons represents the increase in size of the two mammoth liners, Olympic and Titanic, now being built by Messrs. Harland and Wolff, Belfast, for the White Star Company, over the Leviathan, Cunarders, Mauretania and Lusitania, says the Belfast correspondent of the Daily News. The tonnage of each of these is 31,000 tons; that of each of the new White Star boats is to be 45,000 tons, and possibly more. Among the Belfast shipyard workmen these great vessels have been known for months past as the mystery ships, because of the extraordinary precautions which have been taken to prevent their dimensions and design becoming public property. Something, however, may now be said on these points.

The new steamers will be completed about the end of next year

and will go on the Southampton-New York service in the following spring. They will be by far the largest in the world, and in equipment and decoration will be the finest on the water. The new vessels will have a displacement of 60,000 tons. They are to be about 840 feet long, with a beam of 90 feet, and the boat deck will be more than 60 feet above the water.

Neither the Olympic nor the Titanic will be high power boats, nor are their lines designed for great speed, 21 knots being the average aimed at, as against the 25 of the Cunarders. An immense amount of space, which in fast boats is devoted to machinery, will thus be saved for cabin accommodation. The carrying capacity of the great boats will exceed that of any afloat today by at least one-third. Each steamship will carry, under normal conditions, more than 5,000 persons all told.

The crew will be the largest ever employed on one merchant ship, more than 600 in all. The monster new liners will have nine steel decks. The steamers are not only designed to eclipse everything else as yet achieved in passenger ship-building as regards the size, but in their novelty of equipment as well.

There will be a large entrance hall, a spacious dining-room, smoking-room, library, women's parlor, grill, and lounging rooms, elaborately furnished to the last detail.

Swimming and Diving on Board.

One of the upper decks is to be completely enclosed to serve as a ball-room or skating rink. By day this enclosure may be used as a sun parlor and promenade. It will be large enough to accommodate several hundred passengers. In planning the cabins of the new liners the luxuries of the most up-to-date hotels have been kept in sight, and even improved upon. These boats will offer not only extended suites of rooms, but complete flats, which will make it possible to cross the Atlantic while enjoying all the privacy of one's own home.

The Olympic and Titanic will be the first steamers to offer cabins with private shower baths attached. In addition there will be a great swimming bath aboard both the Olympic and the Titanic, large enough to permit of diving. A gymnasium, the largest and most completely equipped afloat, will be found on each of the new boats. The main dining saloon, which will seat more than 600 passengers, will be the largest single cabin on the ship, and

in its furnishing and decoration the most elaborate. Should a guest tire of this department in the week he is at sea he can wander from one cafe to another enjoying practically as much variety as he might ashore.

A verandah cafe will be built on one of the upper decks far astern, looking out over the sea, and about 50 feet above the water. The decorations and general management will carry out the idea of the open-air cafes of Southern Europe. The cafe will be erected with exposed rafters entwined with vines, and the sides will be latticed effects, to make the illusion of a cafe at the seaside as complete as possible.

Another novelty will be a grill room. The cabin will suggest an English chop house, with high-backed stalls of ancient oak, and broad, low tables. It will be possible at any hour of the day or night for a passenger to use the grill room. The palm garden will be still another refuge for those who weary of the confines of the ship during the passage.

A Deck Garden.

A garden will be located on the sun deck, and in the winter months will be protected by a glass roof. Here will be found, perhaps, the most complete illusion of the hotel ashore. There will be arbors artfully contrived to give the effect of gardens covered with vines and flowers. The children's room of the new liners will be the most sumptuous apartment of its kind ever attempted.

The new liners will be as complete in their safety devices as in their luxurious equipment. Each boat will be divided into upwards of 30 steel compartments, separated by heavy bulkheads. An automatic device on the bridge will control all these heavy steel doors, making it possible for a single hand to close them all in case of danger. Each of these doors in turn will be electrically connected with a chart on the bridge, and will be represented by small electric lights. When one of these doors closes the light will burn red. The officer on the bridge will thus be able to see at a glance if all the compartments are closed. Still another set of safety devices will guard against fire in every part of the ship.

A combination of turbine and reciprocating engines will propel the vessels. It is expected that a great economy of coal will be effected by this arrangement. The berths in Harland and Wolff's yards, at Belfast, in which these wonderful ships are being built, are each 1,000 feet

long, and capable of bearing a dead weight of 75,000 tons. The Olympic is expected to be ready for launching in the early autumn of 1910.

HARRIMAN'S WIDOW TAKES UP HIS WORK

Has An Office in Fifth Avenue and Will Spend Three Days Each Week Attending to Details.

NEW YORK, December 8.—Mrs. E. H. Harriman, who is managing the vast estate of her late husband, declared today she would not keep regular office hours, but would give her attention to business three days a week.

She mapped out a programme the first day she spent at her office. No woman of the present generation has taken over the control of such a large share of complex affairs of a multi-millionaire man of business, for no other man of the generation burdened himself so extensively in the active development of varied interests as did Mr. Harriman. Yet Mrs. Harriman has approached her new duties with quiet reserve and determination that argue a comprehensive grasp of the general policy and details of the immense estate which came into her sole possession under her husband's simple will.

Three or four days each week Mrs. Harriman will be at her desk in her private office on the second floor, No. 475 Fifth Avenue, which she leased last October.

"The Estate of E. H. Harriman" is the sign that appears on the directory. Mrs. Harriman will not remain in the city over night except when it is imperative. When she must stay in town she will engage a suit in a prominent up-town hotel, a short distance from her office. She has mapped out a regular business hour schedule and will never work overtime except when it is imperative.

The employees of the office, many of whom were under the direction of the late "railroad wizard," in his vast enterprises, have never seen his wife.

Although Charles G. Tegethoff is generally regarded as being the agent of the Harriman properties, it was the opinion of the employees of the office that Mrs. Harriman was the real head.

RICHEST WOMAN HAS SECRET HOBBY

Hetty Green, Has Much Love for "Old Ireland"—Considers the Irish People the Greatest in the World.

MINNEAPOLIS—George M. Gillette, who returned yesterday from the New York conference on employers' liability and compensation, traveled on a Lake Shore train from New York to Chicago with Hetty Green, and had the honor of being presented to the famous woman financier.

Not being aware that Mr. Gillette knew her identity, having been introduced merely as Mrs. Green, she chatted for an hour entertainingly.

"I found her," said Mr. Gillette, "a delightful woman, wonderfully alert and well informed, and with a strong sympathy for everything Irish. I found nothing in her to account for such a leaning, but was convinced that she thinks the Irish are the greatest people in the world. There was no explanation of it; she just likes them, that's all."

Dick—"Dearest, I will follow you to the end of the earth." Dredilla—"No, you won't either. That is the north pole, and you are not going to get me mixed up in any of these foolish explorers' controversies."



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EVENING BULLETIN

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SIGNS OF LIFE

STOPS FUNERAL

ST. PAUL, Dec. 7.—A hearse and 30 carriages waiting before the residence of the late Charlotte Willner of St. Paul to receive her body were dismissed at 3 o'clock this afternoon, when it became known that Isaac Deverman, assistant undertaker and amateur hypnotist, had detected signs of life in the body as it lay on the morgue slab in the undertaking establishment.

Physicians were summoned, who discovered manifest signs of life, which again disappeared.

Rigor mortis set in about 6 o'clock this evening and the body was buried an hour later.

Belle—"No, I don't believe in these Halloween games. I glanced over my shoulder into a mirror once and I never was so frightened in my life." Helen—"Did you see your own face, dear?"